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IMAGERY

ANALYSIS



STAFF

PIR

PHOTOGRAPHIC INTELLIGENCE REPORT

DEVELOPMENTS RELATING TO THE  
CHINESE RAILROAD SYSTEM

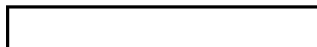


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INTRODUCTION

This report summarizes significant activity relating to the Chinese Railroad System, based on analysis of overhead photographic coverage of China for the [ ] period indicated on the cover.

The purpose of the report is:

- 1) To highlight significant items of rail associated activity derived from comparative analysis of photography, to indicate areas under development, and to identify new activity; and
- 2) To present a continuing assessment of critical rail line segments and rail yards as traffic count studies, including data derived from all previous studies which serves as a comparison to indicate the general level of activity.

Photographic coverage of China during the reporting period is shown on Figure 1. This photo coverage map indicates all areas covered by photography, regardless of the limitations of cloud cover and image quality. New developments derived from photographic coverage during following [ ] reporting periods will be presented in succeeding reports.

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SUMMARY OF ACTIVITY

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Significant rail associated activity observed during the [ ] reporting period includes: bridges under construction over the Yellow and Yangtze Rivers, levels of rail activity at Erh-lien China/USSR border crossing, traffic count studies in the rail yards and rail line segments on the main rail line leading to North Vietnam, new industrial rail spurs in Shantung Province, and construction efforts to increase the capacity of the main rail line south of Wu-han.

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Major rail construction activity is noted in two areas of China during the reporting period. These areas, falling generally within the northeast and southwest periphery of China, are in areas currently undergoing significant economic development. New rail lines and rail facilities are under construction in both areas.

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ITEMS OF INTEREST

The following items of imagery-derived intelligence presented in this report are numbered and annotated on the accompanying China railroad map (Figure 2). These numbers correspond to the numbered Items of Interest found in the text.

<u>Item</u>	<u>Page</u>
1 Rail construction, Northeast China	6
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ITEM OF INTEREST NO.: 1

SUBJECT : Rail Construction, NE China

LOCATION : Hu-ma-erh Ho (River), Heilungkiang Province  
52 20N-124 42E

PHOTO REFERENCE

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MAP REFERENCE : ACIC - Series USAF-PC, Sheet E-9A, China-USSR,  
Scale 1:500,000, 1st Edition, 1965, ConfidentialDOCUMENTS : CIA. PIR-65141, Forestry Railroad Construction,  
Northeast China, May 1966, (Top Secret)

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The standard gauge railroad that is under construction north from Ku-lu-chi (50 24N-124 07E) has been completed an additional 83 nm during the [REDACTED] An additional 33 nm of roadbed is in the preliminary stages of construction (Figure 3).

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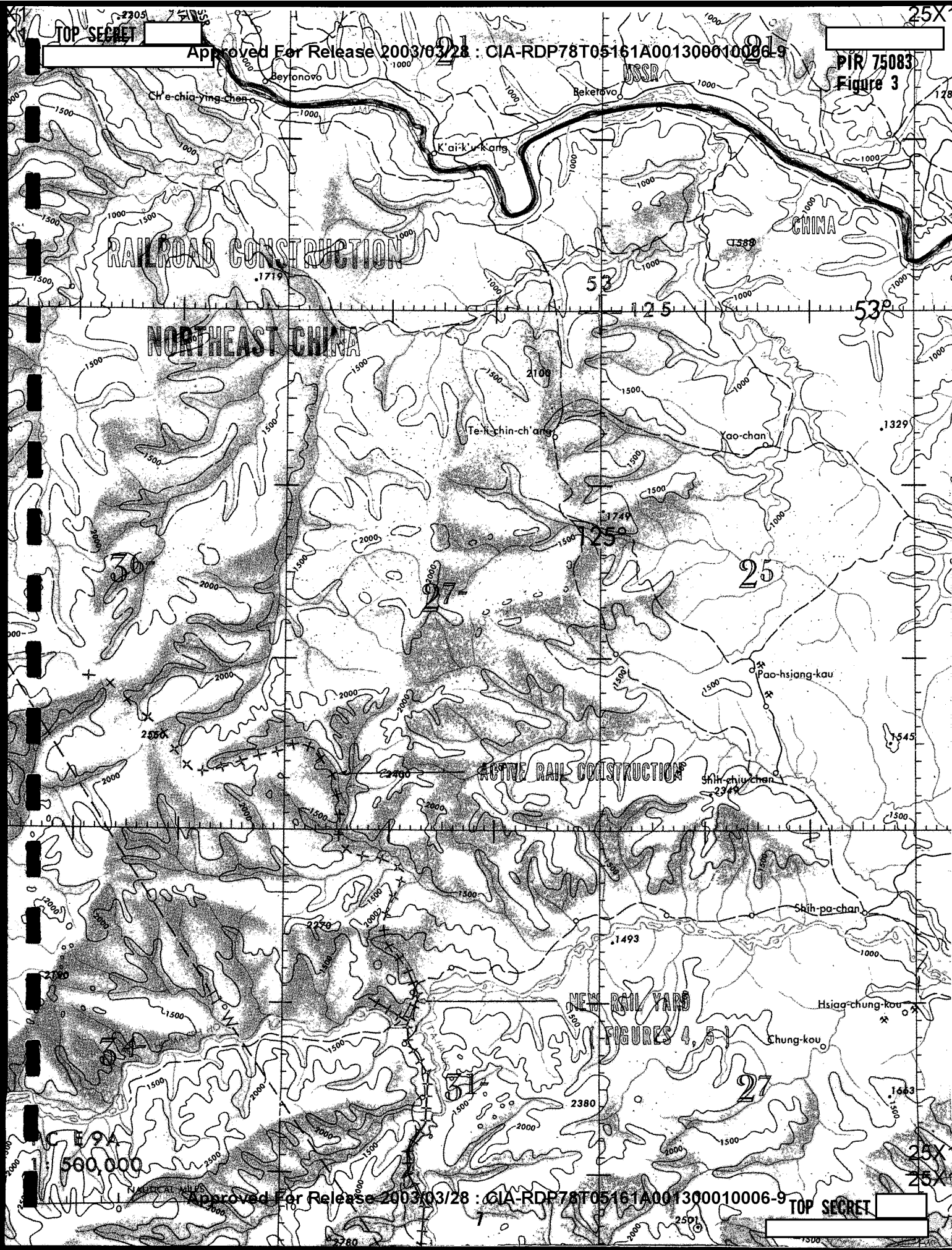
This new construction alignment indicates that construction probably will not continue immediately westward and join with the Hsi-kuei-tu-chi/Chin-ho Rail Line as previously suggested, but will probably continue farther north to the potentially rich forest and mineral reserves lying closer to the China/USSR border.

The high level of construction activity is reflected by a new rail facility which has been constructed at the present railhead at 52 20N-124 42E, approximately 50 nm south of the Amur River, the China/USSR border. This location has undergone a major change with the completion of a rail bridge over the Hu-ma-erh Ho and the construction of a rail yard and turning wye. A permanent residential and support area has been constructed adjacent to the new rail facility (Figures 4 and 5). In addition, numerous work camps are apparent along the construction alignment which continues generally NNW and NW from the present railhead to 52 39N-124 11E.

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## ACTIVE CONSTRUCTION

52 20N - 124 42E

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Figure 4

RAIL BRIDGE U/C

ROADBED U/C

COMPARATIVE PHOTOGRAPHY

BUILDINGS U/C

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NEW RAIL FACILITY

52 20N 124 42E

RAIL BRIDGE

COMPLETED TRACK

RAIL YARD

URBAN AREA

TURNING WAY

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DDI IMAGERY ANALYSIS STAFF

ITEM OF INTEREST NO.: 3

SUBJECT : New Rail Spur and Industry

LOCATION : Near Chang-tien, Shantung Province, 36 45N-118 14E

PHOTO REFERENCE :

25X1

MAP REFERENCE : ACIC - USAF-PC, Sheet G-10A, Peiping, China  
Scale 1:500,000, 1st Edition, 1964,  
Confidential

An unidentified chemical industry in the late stages of construction is located at 36 45N-118 14E, ten nm east of Chang-tien (36 38N-118 03E) in Shantung Province. The installation is situated adjacent to a new rail spur which extends two nm south of the Tsingtao/Tsinan Rail Line and 3.4 nm southwest of an oil pipe line terminus at Yung-liu-chuang (36 48N-118 18E). This pipe line runs generally NNE to the Kuang-jao Oil Field (37 30N-118 30E) (Figure 7).

This installation was first noted on photography dated [ ] At 25X1 that time the installation was road served and consisted of four tanks, two possible buried tanks under construction 0.5 nm to the northeast, a probable workers housing area, and associated scarring activity (Figure 8).

25X1 The major components of the installation, including 21 tanks, appears to be intact on [ ] photography. The facility is now rail served by a new rail spur and has an associated small rail yard. A second rail spur is under construction leading off the new industrial spur. This short spur will lead to a small unidentified installation 1.5 nm north of the unidentified chemical industry. The switch alignment of this second spur indicates a possible relationship to the unidentified chemical industry (Figure 9).

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Figure 7

# PIPE LINE TERMINUS YUNG-LIU-CHUANG 36 48N - 118 18E

TSINGTAO/TSINAN RAIL LINE

PIPE LINE

AREA OF INTEREST  
( FIGURES 8, 9 )

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Figure 8

ACTIVE CONSTRUCTION

36 45N 118 14E

← COMPARATIVE PHOTOGRAPHY →

INDUSTRIAL

TANKS

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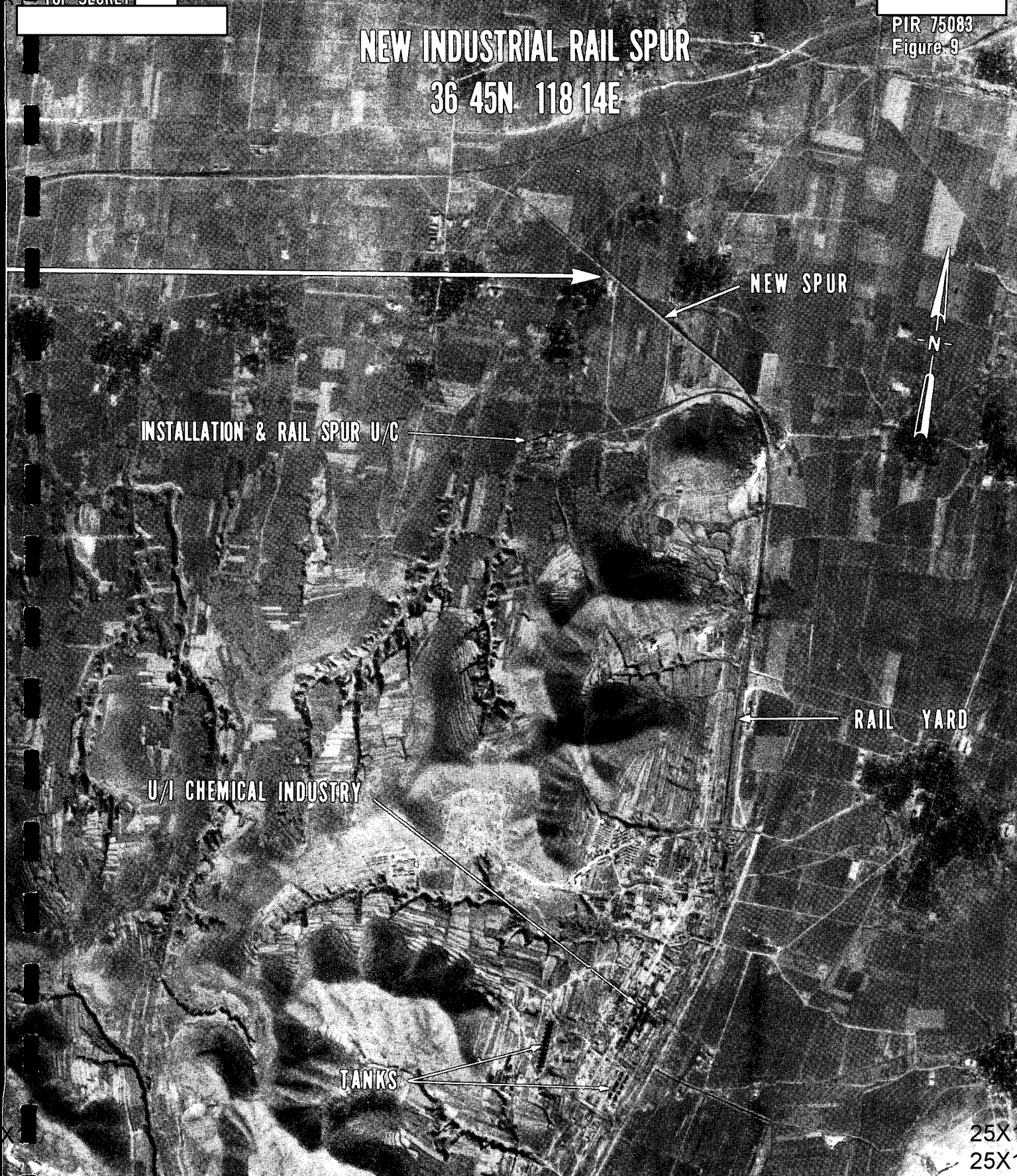
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Figure 9

# NEW INDUSTRIAL RAIL SPUR

36 45N 118 14E



INSTALLATION & RAIL SPUR U/C

NEW SPUR

RAIL YARD

U/I CHEMICAL INDUSTRY

TANKS

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ITEM OF INTEREST NO.: 4

SUBJECT : Rail Bridge Under Construction over the Yellow River (Huang Ho)

LOCATION : T'ung-kuan, Shensi Province, 34 50N-110 18E

PHOTO REFERENCE

MAP REFERENCE : ACIC - Series USAF-PCL, Sheet 385, Lo-Yang, China, 1st Edition, 1958, Confidential

A rail bridge is under construction over the Yellow River (Huang Ho) 70 nm east northeast of Sian at T'ung-kuan (34 50N-110 18E), at the southern terminus of the Ta-t'ung/Feng-ling-tu Rail Line. This new bridge is adjacent to the site of a bridge that was observed razed in [ ] With the completion of this bridge and an associated short segment of track, the line will connect directly with the Cheng-chou/Lan-chou Rail Line and provide a more direct railroad system leading to Yunnan Province.

Preliminary construction activity was imaged in [ ] where the abandoned approach to the razed bridge was being reconstructed (Figure 11). [ ] piers for the new bridge were observed under construction, as well as a new approach on the north side of the river (Figure 12). Rail construction was also observed on the south side of the river, where intermittent roadbed and bridge construction leads from the Cheng-chou/Lan-chou Rail Line to the new bridge site (Figure 10).

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Figure 10RAIL & BRIDGE CONSTRUCTION  
CHUNG-KUANG

FIGURES 11, 12

ROADBED CONSTRUCTION

CHENG-CHOU/LEI-CHOU RAIL LINE

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Figure 11

ACTIVE CONSTRUCTION  
T'UNG-KUAN, CHINA 34 35N 110 18E

ABANDONED BRIDGE APPROACH

RAZED BRIDGE SITE

YELLOW RIVER

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Figure 12

# NEW RAIL BRIDGE U/C T'UNG-KUAN, CHINA 34 35N 110 18E



COMPARATIVE PHOTOGRAPHY

RAILHEAD

NEW BRIDGE APPROACH U/C

PIERS U/C

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DDI IMAGERY ANALYSIS STAFF

ITEM OF INTEREST NO.: 5

SUBJECT : Rail and Highway Bridge Under Construction

LOCATION : Nanking, Kiangsu Province, 36 02N-118 40E

PHOTO REFERENCE

:

25X1

MAP REFERENCE

: ACIC - Series ONC, Sheet G-10, Yellow Sea,  
Scale 1:1,000,000, 3rd Edition, 1964

Active construction continues on the combination rail and highway bridge over the Yangtze River at Nanking. When completed the bridge will directly link the port city of Shang-hai with the industrialized North China Plain. In addition, it will provide a second rail link between North and South China across the Yangtze River; the only other being further to the west, crossing the Yangtze River at Wu-han (30 33N-114 16E).

This bridge has been under construction for more than two years. All approach spans have been completed as well as five of the longer spans crossing the river. Construction has been progressing at a steady rate during this period (Figure 13).

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RAIL AND HIGHWAY BRIDGE U/C  
NANKING, CHINA  
36 02N - 118 40E

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Figure 13

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YANGTZE RIVER

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## DDI IMAGERY ANALYSIS STAFF

ITEM OF INTEREST NO.: 6

SUBJECT : New Bridge under construction over the Yangtze River (Ch'ang-chiang)

LOCATION : Chih-chiang, Hupeh Province, 30 16N-111 31E

PHOTO REFERENCE :

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet H-11, Szechwan Basin, Scale 1:1,000,000, 2nd Edition, 1963, Confidential

A new bridge is under construction over the Yangtze River (Ch'ang-chiang) along the proposed alignment of a rail line connecting Lo-yang (34 41N-112 28E) and Lou-ti (27 45N-111 59E). This proposed alignment was intended to be a major north-south rail line approximately 100 nm west and parallel to the Peiping/Canton Rail Line.

This new bridge construction activity, located near I-tu at Chih-chiang (30 16N-111 31E), is the first sign of active construction observed along the proposed alignment since construction was suspended on the rail line in 1964. Comparative analysis of photography dated [ ] and [ ] revealed that the bridge construction was in the preliminary stage, and it could not be determined whether the bridge would serve as a rail or highway bridge. The only other rail activity observed in the area was a narrow gauge rail line leading approximately ten nm south from the bridge site to an area of mining activity.

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NEW BRIDGE U/C  
AT CHIH-CHIANG, CHINA  
30 16N - 111 31E

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Figure 14

NARROW GAUGE RAIL LINE

PROBABLE PILE DRIVERS

YANGTZE RIVER

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DDI IMAGERY ANALYSIS STAFF

ITEM OF INTEREST NO.: 7

SUBJECT : New Rail Yard Under Construction

LOCATION : Yueh-yang, Hunan Province, 29 52N-113 08E

PHOTO REFERENCE :

25X1

MAP REFERENCE : AMS - Series 1301, Sheet NH-49, Kuei-lin,  
Scale 1:1,000,000, 4th Edition, 1954,  
Unclassified

A new rail yard and associated turning wye is currently in the mid to late stages of construction five nm northeast of Yueh-yang, on the main north-south rail line between Wu-han (30 34N-114 13E) and Heng-yang (26 54N-112 37E). It is located at the junction of the main line and rail spur extending to an industrialized area on the banks of the Yangtze River, two nm to the northwest (Figure 15).

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Figure 15

NEW RAIL YARD U/C.  
YUEH-YANG, CHINA  
29 25N-113 08E

RAIL SPUR

YARD U/C

TURNING WYE U/C

INDUSTRIALIZED AREA

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DDI IMAGERY ANALYSIS STAFF

ITEM OF INTEREST NO.: 8

SUBJECT : Rail Activity, Chu-chou Rail Yard No. 1

LOCATION : Chu-chou, Hunan Province, 27 52N-113 07E

PHOTO REFERENCE

25X1

MAP REFERENCE : AMS - Series 1301, Sheet NG-49, Kuei-lin,  
Scale 1:1,000,000, 4th Edition, 1954,  
Unclassified

The Chu-chou Classification Yard (Yard No. 1) is located on the main north-south rail line between Wu-han (30 34N-114 13E) and Heng-yang (26 54N-112 37E). just prior to the major upheaval associated with the Cultural Revolution, this yard was filled to 20 percent of total capacity (approximately 100 freight cars). later, on the yard was filled to 60 percent of total capacity (approximately 290 freight cars) (Figure 16).

It is not possible to attribute this traffic volume change to transportation disturbances created by the Cultural Revolution with any degree of certainty. This is due to the lack of a good statistical base for this yard derived from frequent traffic volume studies; however, it can be noted that this substantial increase is unusual and was not reflected in the other yards along the rail line segments leading from Cheng-chou (34 45N-113 40E) to Ping-hsiang (22 06N-106 40E) (See item of Interest No. 13).

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CHU-CHOU RAIL YARD NO. 1  
CHU-CHOU, CHINA  
27 52N-113 07E

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Figure 16



YARD 60% FILLED

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## DDI IMAGERY ANALYSIS STAFF

ITEM OF INTEREST NO.: 9

SUBJECT : Double Tracking Construction Activity

LOCATION : Wu-han/Heng-yang Rail Line, Hunan Province

PHOTO REFERENCE:

25X1

MAP REFERENCE : AMS - Series 1301, Sheet NG-49, Kuei-lin,  
Scale 1:1,000,000, 4th Edition, 1954,  
Unclassified

The main north-south rail line in Communist China leads from Peiping (39 56N-116 24E) south through Cheng-chou (34 45N-113 40E) and Wu-han (30 34N-114 13E) to Heng-yang (26 54N-112 37E). At this point the rail line splits into two segments. One leads south to the port city of Canton (23 07N-113 15E), and the other segment leads to the North Vietnamese border near Ping-hsiang (22 06N-106 44E). The rail line is currently double tracked from Peiping south to a point near Hsien-ning (29 52N-114 15E), a distance of approximately 675 nm.

Double tracking has been observed under construction at a number of locations farther south, between Hsien-ning and Heng-yang, a distance of approximately 215 nm (Figure 2). The capacity of this strategic rail line would be significantly increased by the construction of an additional track along its entire length.

The active nature of this construction is best illustrated at Hsien-ning: during a [REDACTED] new bridge piers had been constructed at a second stream crossing and the additional roadbed showed signs of continued construction (Figure 17). Double tracking activity was also observed at a number of other locations south of Hsien-ning, including Lei-chi-shih (27 10N-112 51E) and Heng-yang. At Lei-chi-shih, a new rail bridge [REDACTED] parallel to the main line (Figure 18). At Heng-yang, a new bridge is also under construction parallel to the main line (Figure 19).

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## DOUBLE TRACKING CONSTRUCTION

HSIEN-ING, CHINA

29 52N-114 15E

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Figure 17

BRIDGE PIERS IN PLACE

MAIN LINE

ROADBED U/C

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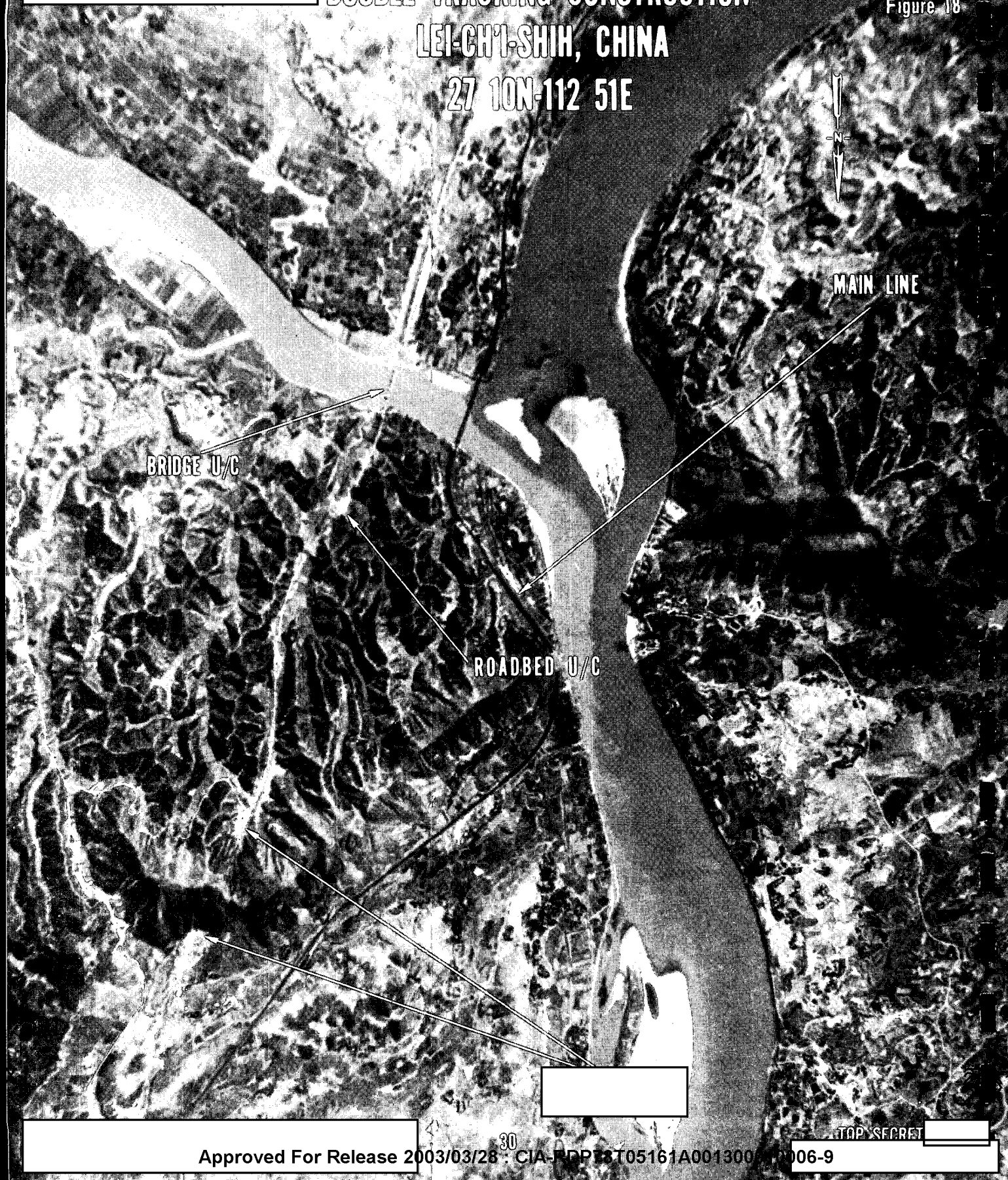
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## DOUBLE TRACKING CONSTRUCTION

LEI-CH'Y-SHIH, CHINA

27 10N-112 51E

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Figure 18

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## DOUBLE TRACKING CONSTRUCTION

HENG YANG, CHINA

26 54N-112 37E

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Figure 19

BRIDGE U/C

MAIN LINE

ROADBED U/C

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## DDI IMAGERY ANALYSIS STAFF

ITEM OF INTEREST NO.: 10

SUBJECT : Cheng-tu/Kun-ming Rail Line

LOCATION : Near Hsi-chang, Yunnan Province, 27 53N-102 13E

PHOTO REFERENCE

25X1

MAP REFERENCE : ACIC - Series USAF-PC, Sheet 496A, Hui-tse, China,  
Scale 1:500,000, 1st Edition, 1956,  
Confidential

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There is continuing construction activity on the Cheng-tu/Kun-ming Rail Line. Analysis of [ ] missions in [ ] revealed that there has been an extension of the operational limits at both ends of the line since [ ]

The operational limit of the northern segment has been extended from 29 28N-103 31E southward to 29 01N-102 47E, a distance of 77 nm. This segment includes a three nm long tunnel centered on 29 11N-102 52E.

The operational limit of the southern segment has been extended from 25 13N-102 12E to Iping-lang (25 06N-101 53E), where it joins with an existing rail line leading to Kuang-tung (25 12N-101 48E), a distance of 41 nm.

Construction activity is continuing at intermittent locations along the proposed alignment between the northern and southern operational limits, a distance of approximately 200 nm. Intensive construction activity was observed along the alignment in the Hsi-chiang area (27 53N-102 13E), where

[ ] and bridge (Figure 21) are under construction. A temporary narrow gauge rail line has been constructed to facilitate the [ ] Construction equipment observed in the area included 10 towed scrapers constructing the roadbed (Figure 22).

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ITEM OF INTEREST NO.: 11

SUBJECT : Rail Facilities under construction

LOCATION : Kun-ming, Yunnan Province, 25 02N-102 45E

PHOTO REFERENCE :

25X1

MAP REFERENCE : ACIC - Series PC, Sheet 496D, Kun-ming, China,  
Scale 1:500,000, 1st Edition, 1959,  
Confidential

Comparative analysis of the rail facilities in Southeast Kun-ming has disclosed significant construction activity in [REDACTED]

[REDACTED] This activity, consisting of the expansion of existing facilities and the construction of new facilities, coincides with the completion of the Kuei-yang/Kun-ming Rail Line. The standard gauge rail line has connected Yunnan Province with China's main railroad network, eliminating the necessity of transiting North Vietnam.

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Rail construction in the Kun-ming area was first observed in [REDACTED]. The activity at that time consisted of preliminary construction that was identified as probable rail expansion. This activity was greatly accelerated by [REDACTED]

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The rail construction at Kun-ming has been separated into seven areas to facilitate reporting (Figure 23). Photography of [REDACTED] is utilized for comparative annotations because of the larger scale factor. The areas of recent construction include the following:

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1. A probable holding yard is under construction which, when completed, will probably consist of two running tracks and 12 storage tracks, with approximately 1,500 feet of usable length. This yard will probably have a capacity of approximately 450 pieces of rolling stock. 158 peices were observed in [REDACTED] (Figures 24 and 25).

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2. A probable rail facility is under construction immediately west of the new yard (Area 1). Construction scars extend over an area of approximately 250 by 600 feet and over 100 footings have been noted. A new spur has been constructed along the west edge of this facility (Figures 26 and 27).

3. New rail activity farther to the northwest includes a transloading/transshipping complex. The new facilities included within this complex are:

a) A four-track, 400 foot long transloading yard including two standard and two narrow gauge tracks.

b) Three transshipping areas with associated loading platforms, transit sheds and an open storage area. The loading platforms are approximately 300 by 40 feet and the transit sheds are approximately 250 by 30 feet.

c) A bridge crane spanning two tracks and measuring approximately 150 by 40 feet.

In addition to being served by new narrow and standard gauge tracks, new roads have been constructed within the facility. A new spur has been constructed into an adjacent secured storage area (Figures 28 and 29).

4. A new spur and transshipment facility have been constructed between two secured storage areas. Six rail spurs and one team track serve seven storage and five transit sheds within this facility (Figures 30 and 31).

5. The new spur servicing the above mentioned transshipment facility is still under construction, and will probably terminate where three elevated spurs are under construction. The roadbed to the spurs is under construction and the spurs are being elevated to an undetermined height by fill. The function of the rail spurs is undetermined as they are still in the early stages of construction (Figures 32 and 33).

6. A new standard gauge rail yard has been constructed on the south edge of Kun-ming. The facility includes eight dead-end tracks and associated probable storage buildings. Approximately 55 pieces of rolling stock were observed in the new yard. Construction scars adjacent to the new yard indicates possible yard expansion or an associated facility under construction (Figures 34 and 35).

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7. A three-track rail yard, which had been constructed in 1966, is also being expanded. New construction includes three tracks, a covered platform measuring approximately 1,000 by 30 feet, and a probable overpass. A new road and numerous buildings have also been constructed. An excavation, approximately 120 by 90 feet, and other construction scars indicates further possible expansion (Figures 36 and 37).

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PIR-75083  
Figure 23

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# COMPARATIVE ANALYSIS OF KUN-MING RAIL FACILITIES 25 02N - 102 45E

FIGURES 24, 25

FIGURES 26, 27

FIGURES 28, 29

FIGURES 30, 31

FIGURES 32, 33

FIGURES 34, 35

39

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FIGURES 36

25X

25X

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PUR 75083  
Figure 24

# ACTIVE CONSTRUCTION



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25X1

25X1

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PIR 75083  
Figure 26

# ACTIVE CONSTRUCTION

CONSTRUCTION EQUIPMENT

STANDARD GAUGE

NARROW GAUGE

COMPARATIVE PHOTOGRAPHY

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25X1

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PIR 7608  
Figure 28

ACTIVE CONSTRUCTION

COMPARATIVE PHOTOGRAPHY

NARROW GAUGE

STANDARD GAUGE

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PIR 75083  
Figure 30

# ACTIVE CONSTRUCTION

COMPARATIVE PHOTOGRAPHY

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25X1

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ACTIVE CONSTRUCTION

NARROW GAUGE

STANDARD GAUGE

COMPARATIVE PHOTOGRAPHY

25X1

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25X

## COMPARATIVE PHOTOGRAPHY

## STANDARD GAUGE

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28 CIA-RDP78T05161A001300010006-9

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25X1  
25X1

25X1

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X1  
X1

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PIR 75083  
Figure 36

25X1

# ACTIVE CONSTRUCTION

STANDARD GAUGE

COMPARATIVE PHOTOGRAPHY

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5X1  
5X1

X1

25X1

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25X1

25X1

25X1

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PIR 75083

DDI IMAGERY ANALYSIS STAFF

ITEM OF INTEREST NO.: 12

SUBJECT : Rail and Port Construction Activity

LOCATION : San-ya-chiang, Hainan Island, 18 14N-109 29E

PHOTO REFERENCE :

25X1

MAP REFERENCE : ACIC - Series ONC, Sheet J-11, Scale 1:1,000,000, 5th Edition, 1966

The port of San-ya-chiang has undergone extensive improvement in the last [redacted] This area is part of the larger port complex of Yu-lin/San-ya, the largest port on Hainan Island. The old, existing quay has been extended 300 feet, using adjacent, reclaimed land and now measures 820 feet in length. The original cantilever crane has been replaced by a floating jib crane and a new warehouse-type building has been built on the new quay.

The improved port facilities soon will be served by a rail spur now under construction. The spur has been completed to within a distance of approximately 600 feet of the new quay. Construction on this spur began a number of years ago; however, work was abandoned before it was extended into San-ya-chiang. The new rail facilities include a turning wye, a passenger terminal and a small three-track yard on the northern edge of the town (Figure 38).

25X1

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PIR 78088  
Figure 3.

# RAIL AND PORT CONSTRUCTION ACTIVITY

## SAN-YA-CHIANG, CHINA 18 14N - 109 29E

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PIR 75083

DDI IMAGERY ANALYSIS STAFF

RAIL LINE AND YARD TRAFFIC STUDY

A continuing study was made of rail traffic on the rail line segments from Cheng-chou through Ping-hsiang south to the Cao Nung Bridge approximately 50nm northeast of Hanoi, North Vietnam. The traffic count was made from all photography during the reporting period in order to make an assessment of the traffic level on the rail line as well as in the selected rail yards.

Traffic count data on the rail line is presented in tables that include: length of line covered by photography, type of trains, and the location, direction, and number of cars in each train. Traffic count data on the selected rail yards is presented in graphs showing freight cars observed in the yard as a percent of capacity. The graphs of the yard studies include data derived from all previous studies which serve as a comparison to indicate the general level of activity.

<u>SUBJECT</u>	<u>PAGE</u>
1. Main line traffic count (Table)	57 - 59
2. Yard traffic count (Graphs)	60 - 84

<u>City</u>	<u>Yard</u>	<u>Type</u>	<u>Capacity</u>	<u>Coordinates</u>	<u>Figure</u>
Cheng-chou	1	Freight	980	34 15N-113 39E	39
Cheng-chou	2	Classification	1275	34 46N-113 37E	40
Cheng-chou	3	Classification	2665	34 47N-113 37E	41
Cheng-chou	4	Departure	1090	34 47N-113 37E	42
Cheng-chou	5	Freight	375	34 47N-113 37E	43
Cheng-chou	6	Holding	675	34 46N-113 37E	44
Wu-han	1	Freight	430	30 33N-114 14E	45
Wu-han	*3	Freight	1600	30 38N-114 17E	46
Wu-han	4	Classification	800	30 37N-114 18E	47
Wu-han	5	Classification	300	30 31N-114 19E	48
Chang-sha	1	Classification	780	28 13N-112 58E	49
Chu-chou	1	Classification	480	27 52N-113 07E	50
Chu-chou	2	Freight	720	27 50N-113 09E	51
Heng-yang	1	Classification	1120	26 54N-112 37E	52
Heng-yang	2	Classification	970	26 54N-112 37E	53
Heng-yang	3	Freight	160	26 53N-112 35E	54
Kuei-lin	1	Freight	440	25 19N-118 17E	55
Liu-chou	1	Freight	215	24 20N-109 24E	56
Liu-chou	2	Classification	570	24 18N-109 22E	57
Liu-chou	3	Classification	260	24 16N-109 21E	58
Li-tang	1	Classification	585	23 12N-109 08E	59
Li-tang	2	Classification	290	23 12N-109 08E	60
Nan-ning	1	Classification	540	22 49N-108 18E	61
Ping-hsiang	1	Classification	600	22 05N-106 44E	62
Ping-hsiang	2	Transloading	440	22 05N-106 44E	63

56

25X1

25X1

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25X1

PIR 75083

25X1

## DDI IMAGERY ANALYSIS STAFF

TABLE 1

25X1

## MAIN LINE TRAFFIC COUNT

1) [ ] (29 nm Segment)

Number	Type	Location	Direction	Number of Cars
1	Passenger	26 55N-112 41E	N	6
2	Freight	26 55N-112 41E	N (on siding)	39

25X1

2) [ ] (184 nm Segment)

TOTAL 45

Number	Type	Location	Direction	Number of Cars
1	Freight	27 29N-113 08E	S (on siding)	31
2	Passenger	27 32N-113 09E	N	10
3	Locomotive only	27 41N-113 07E	S	-
4	Mixed	27 52N-113 07E	N (stopped between yards)	12
5	Passenger	27 52N-113 07E	S (stopped between yards)	7
6	Mixed	27 52N-113 07E	S	11
7	Freight	27 54N-113 04E	N (stopped) *	42
8	Mixed	27 59N-112 59E	N (stopped) *	27
9	Passenger	28 12N-112 58E	Undetermined (at station)	6
10	Mixed	28 12N-112 58E	N	14
11	Freight	28 14N-112 58E	S	50
12	Mixed	28 17N-112 58E	S (on siding)	18
13	Mixed	28 17N-112 58E	N (on siding)	23
14	Freight	28 25N-112 56E	N	53
15	Mixed	28 34N-113 02E	N	47
16	Freight	28 42N-113 02E	S	31
17	Mixed	28 57N-113 06E	S (on siding)	31
18	Freight	28 57N-113 06E	N (on siding)	14
19	Mixed	28 58N-113 06E	S	34
20	Mixed	29 19N-113 04E	S (stopped) *	47
21	Passenger	29 27N-113 15E	S	16

TOTAL 524

25X1 \* on double-track segment

3) [ ] (73 nm Segment)

Number	Type	Location	Direction	Number of Cars
1	Passenger	29 55N-114 18E	N	14
2	Freight	30 12N-114 19E	S	36
3	Freight	30 12N-114 19E	N (on siding)	29
4	Mixed	30 20N-114 17E	N	29
5	Freight	30 21N-114 17E	S (on siding)	27

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## DDI IMAGERY ANALYSIS STAFF

Number	Type	Location	Direction	Number of Cars
6	Freight	30 30N-114 17E	S	21
7	Mixed	30 32N-114 17E	S	Undetermined
8	Mixed	30 33N-114 16E	N	Undetermined
9	Freight	30 34N-114 13E	N	24
10	Freight	30 35N-114 16E	S	35
11	Freight	30 43N-114 20E	N	40

25X1

4) (290 nm Segment)

TOTAL 255 +

Number	Type	Location	Direction	Number of Cars
1	Freight	30 35N-114 16E	N	47
2	Freight	30 33N-114 17E	N	13
3	Passenger	30 32N-114 17E	Undetermined (stopped at station)	5
4	Freight	30 30N-114 17E	N (stopped)	20
5	Freight	30 29N-114 17E	S	26
6	Freight	30 21N-114 17E	S	22
7	Freight	30 15N-114 18E	S	54
8	Passenger	30 11N-114 18E	S	3
9	Freight	30 03N-114 20E	N	25
10	Freight	29 54N-114 17E	N	22
11	Freight	29 52N-114 15E	S	46
12	Freight	29 49N-114 09E	S	25
13	Passenger	29 48N-114 07E	Undetermined (stopped)	9
14	Freight	29 46N-114 04E	Undetermined (stopped at station)	27
15	Freight	29 44N-113 56E	S	26
16	Freight	29 39N-113 48E	S	47
17	Freight	29 30N-113 35E	N	40
18	Mixed	29 30N-113 34E	S	54
19	Freight	29 29N-113 31E	N	33
20	Freight	29 29N-113 26E	S	35
21	Freight	29 28N-113 16E	N	65
22	Passenger	29 24N-113 08E	N	7
23	Freight	29 22N-113 05E	S	58
24	Freight	28 45N-113 03E	N	67
25	Freight	28 42N-113 02E	S	58
26	Freight	28 34N-113 01E	N	36
27	Freight	28 28N-112 57E	S	Undetermined
28	Freight	28 26N-112 56E	N	58
29	Freight	28 19N-112 56E	S	51
30	Freight	28 11N-112 57E	N	38
31	Freight	28 11N-112 57E	S	Undetermined
32	Freight	28 02N-112 56E	N	45

58

25X1

25X1

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## DDI IMAGERY ANALYSIS STAFF

<u>Number</u>	<u>Type</u>	<u>Location</u>	<u>Direction</u>	<u>Number of Cars</u>
33	Freight	27 52N-113 07E	S	Undetermined
34	Freight	27 46N-113 09E	S	51
35	Freight	27 36N-113 06E	N	53
36	Freight	27 33N-113 08E	Undetermined	32
37	Passenger	27 27N-113 07E	S	6
38	Freight	27 27N-113 06E	N	51
39	Freight	27 23N-113 01E	S	48
40	Passenger	27 19N-112 58E	N	11
41	Mixed	27 11N-112 51E	Undetermined	27
42	Mixed	27 00N-112 47E	N	32
43	Freight	26 59N-112 46E	S	37
44	Freight	26 55N-112 41E	N	32
45	Mixed	26 55N-112 40E	Undetermined	15
46	Freight	26 55N-112 40E	Undetermined	18
47	Freight	26 53N-112 37E	N	36

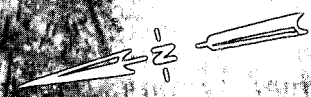
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PIR 75083  
Figure 39

# CHENG CHOU YARD 1

34-15N 113-39E  
YARD CAPACITY 980 CARS



PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10



X1

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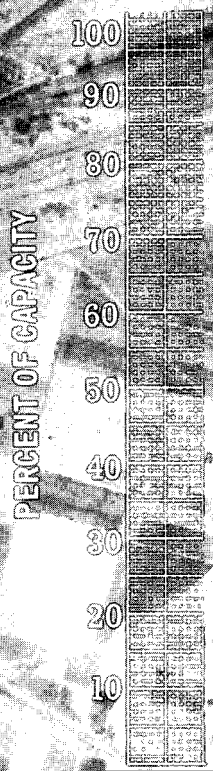
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# CHENG CHOU YARD 2

34-46N 113-37E

YARD CAPACITY 1275 CARS

PIR 2-5089  
Figure 40



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25X1

X1

X1

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TOP SECRET

PIR 75086  
Figure 41

CHENG CHOU YARD 3  
34.47N 113.37E  
YARD CAPACITY 2665 CARS

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10

25X1

25X1

25X1

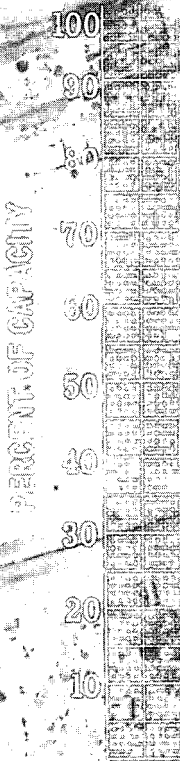
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CHENG CHOU YARD 4  
34-47N 113-37E  
YARD CAPACITY 1090 CARS

PR 78008  
Page 42



25X1

25X1

25X1

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X1

X1

TOP SECRET

CHENG CHOU YARD 5

34-47N 113-37E

YARD CAPACITY 375 CARS

PIR 75089  
Figure 43

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10

25X1

25X1

25X1

TOP SECRET

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# CHENG CHOU YARD 6

34-46N 113-37E

YARD CAPACITY 675 CARS

PIR 75083  
Figure 44



25X

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WU HAN YARD 1  
30-33N 114-14E  
YARD CAPACITY 430 CARS

PIR 75083  
Figure 45

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10



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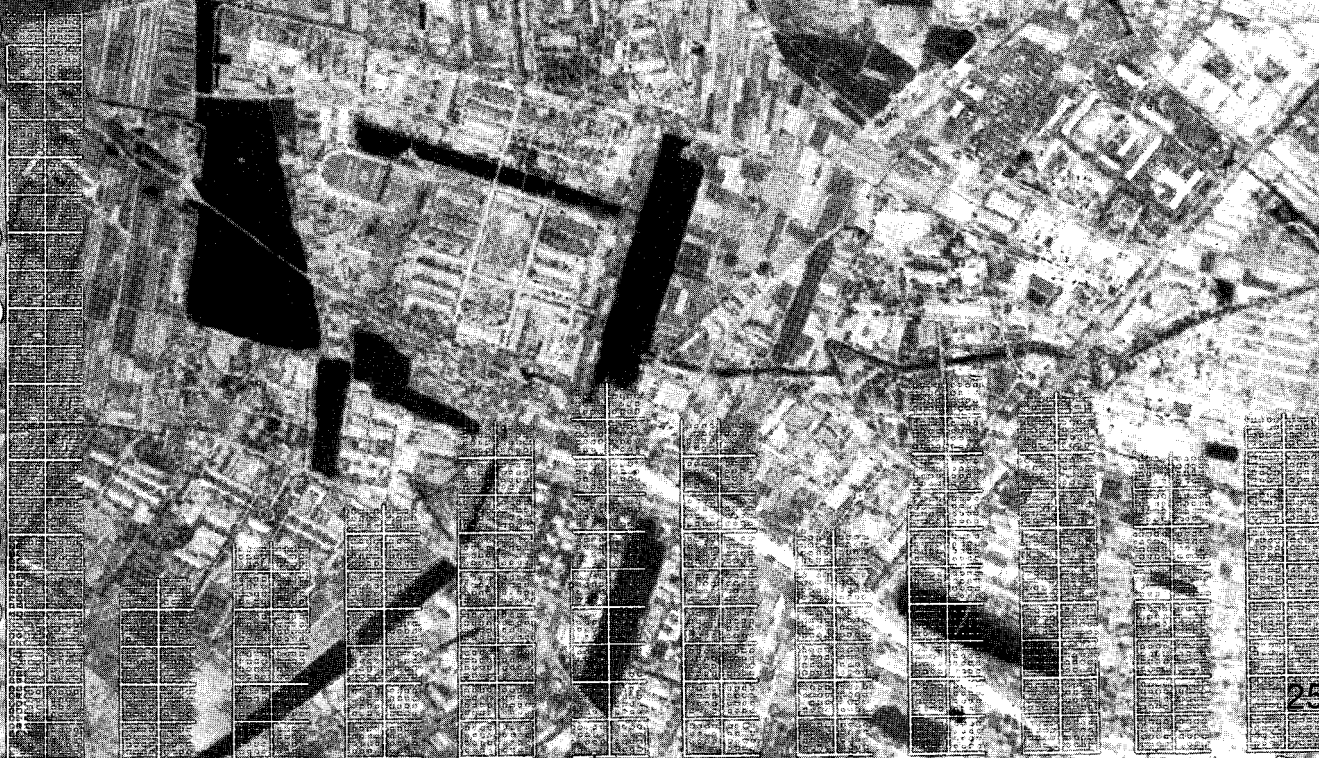
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**WU HAN YARD 3**  
**30-38N 114-17E**  
YARD CAPACITY 1600 CARS

PIR 75083  
Figure 46

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10



25X1

25X1

25X1

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X1

X1

TOP SECRET

WU HAN YARD 4  
30-37N 114-18E  
YARD CAPACITY 800 CARS

PIR 75083  
Figure 47

PERCENT OF CAPACITY

The image is an aerial photograph of a large, rectangular industrial or military yard. A grid is overlaid on the yard, with a scale bar on the left side labeled 'PERCENT OF CAPACITY' ranging from 0 to 100. The yard is divided into several rectangular sections. A large, dark, irregular shape is visible in the upper right portion of the yard, possibly a building or a large vehicle. A white arrow points towards the center of the yard. The surrounding area appears to be a mix of urban and industrial structures.

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WU HAN YARD 5  
30-31N 114-19E  
YARD CAPACITY 300 CARS

PIR 75083  
Figure 48

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20

X1

X

TOP SECRET

CHANG SHA YARD 1  
28-13N 112-58E  
YARD CAPACITY 780 CARS

PIR 75188  
BT (C) 4900  
000000

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10

X1

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TOP SECRET

PIR 73083  
Figure 50

CHU CHOU YARD 1  
27-52N 113-07E  
YARD CAPACITY 480 CARS

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10

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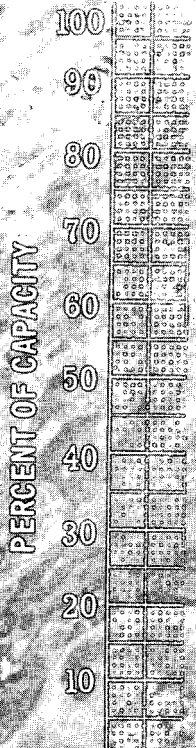
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PIR 75089  
Figure 51

CHU CHOU YARD 2  
27-50N 113-09E  
YARD CAPACITY 120 CAFS



X1

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HENG YANG YARD 1

26-54N 112-37E

YARD CAPACITY 1120 CARS

PIR 75083  
Figure 52

100  
90  
80  
70  
60  
50  
40  
30  
20  
10

PERCENT OF CAPACITY

25X

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25X1

25X1

25X1

X1  
X1

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# HENG YANG YARD 2

26-54N 112-37E

YARD CAPACITY 970 CARS

PIR 75083  
Figure 53

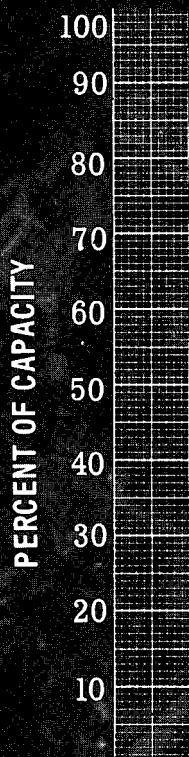


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**HENG YANG YARD 3****26-53N 112-35E****YARD CAPACITY 160 CARS**PIR 75083  
Figure 54

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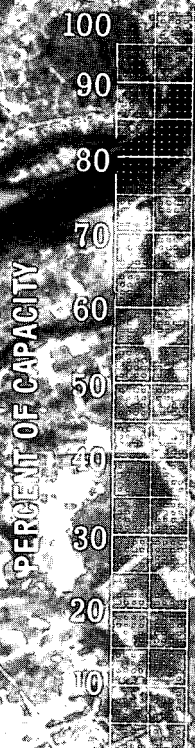
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KUEI LIN YARD 1

25-19N 118-17E

YARD CAPACITY 440 CARS

PIR 75083  
Figure 55



TOP SECRET

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PIR 15033  
Figure 56

24-20N 109-24E

YARD CAPACITY 215 CARS

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10

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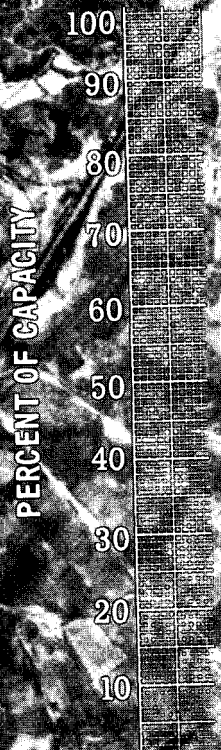
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LIU CHOU YARD 2

24-18N 109-22E

YARD CAPACITY 570 CARS

Figure 87



[Redacted area]

25X1

25X1

25X1

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LIU CHOU YARD 3  
24-16N 109-21E  
YARD CAPACITY 260 CARS

Figure 58

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10



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X1

25X1

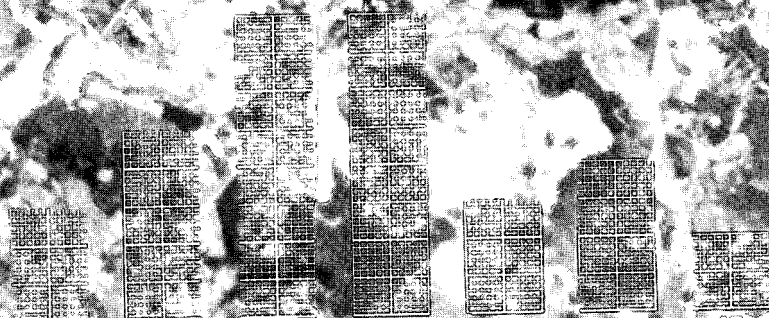
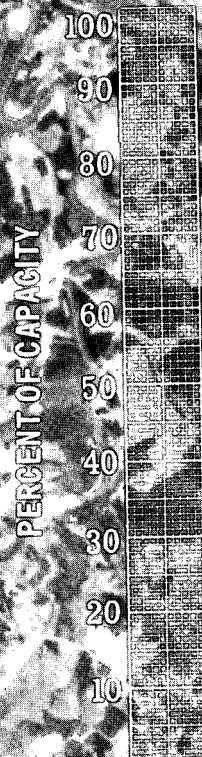
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Figure 1

23-12N 109-08E  
YARD CAPACITY 585 CARS



X1

25X1

25X1

25X1

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LI TANG YARD 2  
23-12N 109-08E  
YARD CAPACITY 290 CARS

PIR 75083  
Figure 60

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10

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X1  
X1

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PIR 75083  
Figure 61

NAN NING YARD  
22-49N 108-18E  
YARD CAPACITY 540 CARS



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PIR 75089  
Figure 62

PING HSIANG YARD 1

22 05N-106 44E

YARD CAPACITY 600 CARS

PERCENT OF CAPACITY

100  
90  
80  
70  
60  
50  
40  
30  
20  
10

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PIR 75083  
Figure 63

PING HSIANG YARD 2

22 05N-106 44E

YARD CAPACITY 240 CARS

100  
90  
80  
70  
60  
50  
40  
30  
20  
10

PERCENT OF CAPACITY

TOP SECRET [REDACTED]

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